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[4113]

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The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
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on leave Mr. N. J. STARR has been
Appointed Acting Chief Manager.
G. BALLOCH,
Chairman of the Court of Directors.
Hongkong, 16th July, 1910. [135]
NAVIGAZIONE GENERALE
ITALIANA.
WE BEG TO NOTIFY that the above
Company CEASED to exist on the
1st inst. and that the Services hitherto kept up
by the Steamers of this Line have now been
taken over by the
SOCIETA ANONIMA NAZIONALE
PER SERVIZI MARITIMI.
The Service of the Steamers on the India-
China run will be continued as heretofore and
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CARLOWITZ & Co.,
Agents.
Hongkong, 16th July, 1910. [354]
Re WILLIAM LYSAGHT, Deceased.
ALL CREDITORS having Claims against
the above Estate are requested to send
them in to the Underigned as early as possible.
Dated this 11th day of July, 1910.
DEACON, LOCKER & DEACON,
Solicitors for the Executors. [618]

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AN EXPERT TYPIST, with knowledge
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Apply to—Care of "Daily Press" Office.
Hongkong, 14th July, 1910. [829]

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ABSOLUTE DEATH TO THE WHITE
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748]

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[1535]

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Hongkong, 8th June, 1906. [84-168]

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WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [545]

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With CHAMBER for 8 CARTRIDGES
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Fongkong, 6th March, 1907. [38]

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Hongkong, 31st July, 1907. [546]

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Hongkong, 16th April, 1910. [542]

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Well Furnished Rooms, every home comfort
Fine View of the Harbour.
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Hongkong, 4th December, 1907. [535]

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All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. *Sui An* and *Sui Tai*) daily to
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a215] THE MANAGER.

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REASONABLE RATES.
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Proprietor.
[1655]

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HONGKONG.
UNDERTAKES to execute with neatness
all kinds of ARTISTIC LABELS,
BILLS OF EXCHANGE, VISITING
CARDS, LETTER HEADINGS, MENUS.
Hongkong, 14th July, 1910. [322]

RANDOM REFLECTIONS.

Summer is being taken seriously at last, and the thermometer is being consulted daily. But no matter what it registers, the heat indicated is sufficient "to go and have one."

Manila, the place where the typhoons come from, tried to lighten us this week by warning us of a depression which might later develop into a real typhoon. A "real typhoon" sounds ominous. Fortunately it has not come along yet.

Another effort to stimulate interest in the volunteer movement in Hongkong is being made, but I am afraid our gilded youths are too tired. A little stimulation such as they have been experiencing at Macao might produce a rush to arms. Otherwise they are difficult to rouse.

The discussion at the Legislative Council on Thursday on the subject of overtime allowances has excited some interest in clerical ranks. The subject is one that calls for investigation, and the attitude of the unofficial members that men engaged for extra work should carry it out even if it involves returning to the office after hours is not unreasonable. Government servants enjoy pensions when their period of service is completed, and they have other advantages which the employee of a private firm does not possess. But with the latter it is a different matter. If on engagement their working hours are defined they have a genuine grievance when these are exceeded. Then overtime allowances are fair. Should, however, they be engaged to a certain office, to do certain work, then they are in duty bound to attend the hours necessary. In the event of the demands upon them proving unreasonable or excessive they should be entitled to extra remuneration, but that is a matter which rests entirely between employer and employee.

There is evidently no chance in the local branch of the P. and O. Co. to increase the monthly salary by overtime. Civil Servants, after reading Mr. Hewitt's expressions of opinion, will think their lucky stars that this hon. gentleman is not the head of the department in the local Communication Office. If he was, they would not have learned what work meant, and would find it advisable either to "get busy" or "chuck the service." The Hon. Mr. Hewitt appears to be imbued with a fairly good dash of what Americans call "hustle."

Macao's little bombardment has been the dominant topic of the week, and has served to exemplify the fact that piracy still flourishes in the waterways of China. That such a powerful band of desperadoes should be quartered so close to the city does not reflect credit on the vigilance of the Portuguese police authorities. It seems evident, judging by the number on the island, that Colman has long been known to the pirates as a place of refuge when justice was on their trail.

However, this band has committed one crime too many, and members' slurs have found them out. Nemesis is stalking them, and the hour of vengeance has struck. Some two hundred outlaws have been caught like rats in a trap and must either die fighting, by their own hands or by the headsman's axe. They will not be missed in the Cantu Delta, and numerous Chinese will have just cause to say, "Good riddance."

The discovery of this hornet's nest has also opened our eyes to the extensive smuggling which must have been carried on to arm such a large band. Besides being supplied with Mauser rifles these bandits use smokeless powder, and from all accounts have an ample supply of ammunition to withstand a long siege. We know how vigilant the Hongkong police are in the prevention of smuggling, and what large quantities of guns they seize in the course of a year. But the existence of Hongkong is like a drop of water in a bucket. Until China takes more strenuous measures against the smuggler the evil will surely continue.

It would appear that there are few lovers of music in Hongkong. Either that, or the hot weather so taints the energy of local musicians as to make them forgetful, or indifferent to what would happen at the annual meeting of the Philharmonic Society which was called for Friday. Owing to the hot weather, however, the meeting had, perforce, to stand over for want of a quorum. It is to be hoped that when next summer, members will roll up en masse. There are sufficient musical societies in the Colony for numbers of the foremost to grow apathetic, which is a sure indication of eventual disbandment.

"Battle of Blouses" is the illuminating heading to an article from a Swiss correspondent which appeared in a London paper. It appears that the women of Hongkong have taken to wearing blouses through which more of the lumina form divine is visible than to some people seems decorous. A curé who saw the new fashion for the first time was so wrought upon that he forgot his Sunday's sermon and let the altar thunder against the vanities of the world in general and open-worked blouses in particular. He announced that he had given orders that on future Sundays women wearing such blouses would not be allowed to enter the church. The curé, whose name is Villiger, is much loved, and has the support of the male population, but the fair sex, especially the young women, are in revolt. The following Sunday was expected to decide the "battle."

The Land of Freedom appears to be losing its charms for a very prominent citizen of Cincinnati, Ohio. This gentleman, Mr. Eugene Zimmermann, who is the father of the present Duchess of Manchester, is said to be bitterly opposed to the proposed re-election of Mr. Roosevelt to the Presidency. So great is his animosity to the revered Teddy that he had threatened, in the event of Roosevelt's re-election, to abandon his American citizenship, go to England and swear allegiance to the King. He is further reported to have said, "I prefer a Liberal constitutional monarchy to a dictatorship. I am tired of Roosevelt, and I am not the only one." It would appear that the famous chest of the rough riders is becoming too notorious for some Americans.

ROBERT R. RANDOLPH.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

June 24th.

THE PAPAL ENCYCLICAL.

The excitement produced by the Papal Encyclical on the Continent has by no means subsided, even the Bavarian Government, in spite of its ultramontane leanings, has found it necessary to express at a meeting of the lower chamber its regret at the language used by the Pope regarding Protestantism and a hope that the Holy Father might offer a satisfactory explanation. In the meantime the papal secretary for Foreign Affairs, Cardinal Merry del Val, has addressed a note dated June 13th to the Prussian Ambassador in reply to the latter's remonstrances, in which he says that the Curia believes the recentment caused by the Encyclical to be due to a misconception of the purpose for which it was issued and that consequently several passages have been construed in a sense entirely foreign to the intentions of the Holy Father. He, the Cardinal, therefore desires to state that his Holiness had received the news of the painful impression produced with sincere regret, the idea of giving offence to the German people and their rulers never having entered his mind. He had never omitted an opportunity of expressing his high regard for and sincere sympathy with the nation and had only quite recently had the pleasure of giving utterance to these sentiments.

This was at first looked upon as a diplomatic success on the part of the Prussian government, and represented as such by the semi-official and conservative Press, particularly as it was understood that the Cardinal had added the assurance that the German Bishops had been directed not to publish the Encyclical in the churches of their dioceses; but it failed to satisfy the public generally, as the Pope retracts nothing, expressing regret only for the effect produced by his words, but not for the words themselves and the semi-official and ultramontane papers in Italy and in this country have lost no time in distinctly confirming this interpretation of the Cardinal's note. The *Observatore Romano*, moreover, adds that the publication of the Encyclical had not been inhibited, but had been left to the discretion of the Bishops, it being of very little consequence, as its appearance in the official organ of the Vatican, the "Aula Apostolica Sedis" constituted the act of promulgation *ubique et ubi*. What does Sir Edward Grey, who, when questioned in the House on the subject of the Encyclical, replied that it had not been promulgated in Great Britain, say to this?

NAVIGATION DUES.

The amended draft bill for the establishment of navigation dues on lakes, rivers and canals has been accepted by the committee of the Bundesrat for trade, law and the imperial constitution, and will now be submitted to the Bundesrat itself, before being laid before the Reichstag. That the former will sanction it may be safely assumed, as all the federal States concerned were represented on the committee. The bill is divided into four articles with diverse sub-sections, the first of which provides that the dues levied on waterways shall not exceed the cost of their construction and maintenance, but shall be so fixed as to only partially cover the same. Art. II. establishes three river conservancy districts, that of the Rhine, the Weser and the Elbe. The proceeds of the dues raised on these rivers, and their navigable contributaries are to be applied for the purpose of deepening the rivers where necessary and of keeping them in good navigable condition. It also provides for the projected canalisation of the rivers Main and Neckar and of the Saale between the junction of the canal to Leipzig, now under consideration, and the town of Halle. Part of the dues may, by a majority of at least two-thirds, be allocated to other objects. The rates are to be uniform per ton and kilometre for the different sections of the rivers and are divided into five classes, the maxima being, respectively, 0.02, 0.04, 0.05 and 1 Pf. per ton and kilometre. Alterations in the rates can only be made if approved of by a majority of two-thirds of the governing body. The proceeds of the dues are to be paid in the first instance to the common conservancy funds and will later on be apportioned to the riverain states in proportion to their outlay. The new law, however, imposes no obligation on these States to incur any expense with regard to the waterways. Art. III. provides for the creation of conservancy boards and supplemental advisory committees, to consist of a certain number of members from each State in accordance with the importance of the interests involved. Art. IV. determines the penalties for the evasion of payment of the dues. The date at which the Act is to come into force is left to the decision of the Emperor. A special article has been added relating to the rights of Austria and the Netherlands acquired by their treaties with the last North German Federation and Rhine Navigation Act of 1868.

TRADE.

Business is assuming a sluggish aspect, and since April the government returns no longer compare so favourably with those of the corresponding periods last year as they did, during the early spring months. The falling off is most marked in the imports of the raw material for the textile industries, the imports of cotton, after deducting the quantities shipped during the month of May, amounting to only 25,300 tons compared with 32,717 tons for the same month last year, of flax to 1,220 tons against 2,710 tons, of hemp to 1,343 tons against 12,973 tons, and of jute to 5,577 tons against 12,976 tons. The figures for wool in the grease are marine 10,166 tons against 11,523 tons and crossbred 7,651 tons against 8,221 tons.

Of coal about 3,900,000 tons less have been imported than during the month last year, viz. 908,779 tons against 1,195,758 tons and of

lignite 140,000 tons less, viz. 631,399 tons against 774,069 tons. Exports on the other hand, show an increase, viz. 1,762,184 tons coal against 1,776,483 tons and 4,337 tons lignite against 2,960. Imports of iron ore have risen from 78,982 tons to 81,192 tons, whilst exports show a slight decrease, being 22,731 tons against 23,225 tons. The export demand for raw iron has been well sustained, about 7,000 tons having been shipped against 5,525 tons in May, 1909. The imports amount to 1,303 tons against 1,500. The exports of finished rails amount to 3,093 tons against 3,177 tons of sleepers to 429 tons against 1,335 tons and of girders, &c., to 2,477 tons against 3,704.

The imports of copper have fallen off considerably, being only 12,177 tons for the month against 16,283 tons, but a remarkable excess in imports over exports has to be recorded both in nitrate of soda and petroleum as compared with last year, the figures being 91,000 tons and 44,100 tons, respectively, against 57,014 and 37,740 tons. The imports of gold amount to 8,25 tons against 3,74, whilst 1,95 tons against 6.3 tons in May, 1909, have gone out of the country, so that, whereas there was a loss of 24 tons last year, there is a gain of 43 in the present one.

REVIEW.

The Cabinet Minister's Wife, By GEORGE R. SIMS. London: Stanley Paul & Co. This little book is a collection of short but poignant stories. The first, and the one from which the volume derives its inscription, describes how a well-regulated young lady, and a Cabinet Minister's wife to boot, becomes, through sheer force of circumstances, embroiled in a subterfuge demonstration outside the "House" and unfortunately discolours the optic of one of the guardians of the peace with her umbrella. How she effects her escape, and her unfounded terrors of subsequent arrest, with the consequent blighting of her young husband's political career, the author realistically presents to the reader. The other stories, though of a less ambitious character, are equally readable.

DEATH OF HARRY FURNISS.

A WELL-KNOWN CARICATURIST.

The death occurred in London last month of Mr. Harry Furniss, the caricaturist and well-known artist. Harry Furniss, caricaturist, author and lecturer, was born in Wexford in 1854, the son of Mr. H. Furniss, an English engineer. He settled in London at the age of nineteen. His London career was a brilliant one. He was for many years a contributor to the *Illustrated London News*, *The Graphic*, *Black and White*, *Illustrated Sporting and Dramatic News*, and the principal magazines of England and America. He joined the staff of *Punch* in 1880. He toured America, Canada and Australia as a lecturer. His illustrations of *Happy Thoughts*, *Incomplete Angles*, *Comic Blackouts*, *Lewis Carroll's Sylvie and Bruno* were among his best works.

THE MONEY MARKET.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s million circular dated June 24th.

With the approach of the "settlement" season, a considerable amount of general buying of silver for the basins took place. In view of the artificial character of the market and some unloading on the part of China such purchases did not raise prices, but merely eased the burden of the shoulders that have borne the weight so long. So much of the spot supplies are locked up by the basins and the London market is therefore insufficient for immediate delivery, and on the 21st it became necessary to quote each silver yard above that for forward delivery. The last occasion on which this occurred was on December 10, 1909. We gather from the extended nature of the demand that in India the monsoon is considered to be pursuing a favourable course. Cable news was received this morning that after a fortnight's showers the first heavy monsoon rain fell in Bombay last night, being recorded. Official forecasts predict a normal monsoon. It is reported from Karachi that 93 million tons of the Indian wheat crop are now ready for the market, making the total production nearly 26 per cent. greater than that of 1909. A shipment of £80,000 has been made from San Francisco to Hongkong. Subjoined is Messrs. Mocatta & Goldsmid's circular—

Silver has again been a very steady market, and the only fluctuations have been in the relative values of gold and silver. Although stocks in London amount to nearly £1,000,000, very little of this is available, as the greater part is held by the banks, who appear to be taking up their purchases. The news of the rains in India continues to be favourable, and the official forecasts predict a normal monsoon. A good season has, however, been so confidently anticipated and so largely discounted that at present the favourable weather conditions are having no effect on the market. China has been disappointing; the tendency there, as far as any has developed, being towards weakness, and they have tried to effect a few sales in Bombay.

JAPANESE CHRISTIANS AT ST. PAUL'S.

The Bishop of London's Evangelistic Council was anxious that something should be done by way of giving a welcome to the Japanese Christians who are visiting England for the Exhibition. Arrangements were made to invite them personally to reserved seats at St. Paul's Cathedral on the evening of July 3 at 7 p.m., when the preacher was the Bishop of Ripon.

ARREST OF CHINESE GENERALS.

A telegram from Peking to the *New York Herald* states that the Viceroy of Hupah and Hunan has placed under confinement four high officials of the Eighth Division of the army, including generals who are charged with being actively engaged in a revolutionary propaganda. It is believed that the Viceroy has succeeded in snuffing in the had a movement to create a military league to control the army, and through it, the Government. The critical situation in Hunan is intensified by heavy floods in the northern section. At Shanghai the loss of life has been enormous, and the population is starving.

THE POPULATION OF HONGKONG.

The medical and sanitary reports for 1909 give the following information as to the population of the Colony:

The population of the Colony is primarily divided into Chinese and Non-Chinese. The Non-Chinese comprised at the Census of 1906 a white population of 12,975, of whom 6,035 were British, while 4,429 belonged to the Navy and 2,411 to the Army. The coloured races (Non-Chinese) numbered 8,500 and included East Indians, Asiatic Portuguese, Japanese, Filipinos, Malays, Africans, Persians, and a few others. The table on page 12 shows a similar classification of the Non-Chinese population for the year 1909 and from this it will be seen that the total Non-Chinese population for 1909—inclusive of Army and Navy—is estimated at 20,479 (including 4,460 to the Army and Navy—is estimated at 323,398.

The estimated population to the middle of 1909 is as follows:—
Non-Chinese Civil Community ... 14,000 Chinese ... 204,790
City of Victoria (including Peak and Stonecutter's Island) ... 180,750
Villages of Hongkong ... 18,800
Kowloon ... 24,600
Floating population ... 46,240
Merchant Marine ... 2,770
Total Chinese Civil Population ... 322,160
Army (average strength) ... 4,500
Navy (average strength) ... 2,217

Total Population of the Colony in 1909 exclusive of the New Territories (except New Kowloon) ... 343,877
The Chinese population of the New Territories (exclusive of New Kowloon) was 85,011 at the Census taken in 1901, but there are no data as yet on which to base an estimate of the increase since that date. In this portion of the Colony since that date.

The following is the distribution according to nationality of the population as estimated above:—
Europeans and Americans ... 11,390
Africans ... 13
East Indians ... 4,394
Chinese and Malays ... 323,944
Mixed and Coloured ... 4,262
Total ... 343,877

The Civil population consists chiefly of male adults. At the last Census (1906) the proportion of males was 70.1 per cent. of the total Civil population; at the 1901 Census the proportion was 72.6 per cent., so there was an increase in the proportion of females (which means an increase in family life among the Chinese) during that interval.

Of the Chinese population in 1906 70.3 per cent. were males, and over half the Civil population (56.9 per cent. of the Chinese and 52.6 per cent. of the Non-Chinese) were between the ages of 20 and 45 years.

The average strength of the troops in Garrison during 1909 was 106 British Officers and 1,942 British N. C. Os. and men with 37 Indian Officers and 1,864 Indian N. C. Os. and men, and 51 Chinese attached to the Royal Engineers. There was also 453 British women and children, and 37 Indian women and children, making a total of 500.

The average strength of the British fleet was as follows:—Europeans permanently in the Colony 250. Europeans occasionally in the Colony 5,340. Chinese permanently in the Colony 140. Chinese occasionally in the Colony 140—making a total of 5,870. For the purpose of estimating the population it is considered a fair average to include one-third only of these "occasionally" resident in the Colony; this gives 2,217, and of these 187 are Chinese.

The Chinese boat population (exclusive of the New Territories), is estimated for 1909 at 46,340, and the number of boats belonging to the Port and the villages of Hongkong, is as follows:—
Passenger boats ... 2,605
Cargo boats ... 1,242
Steam launches ... 291
Lighters ... 153
Harbour boats ... 1,736
Fishing boats ... 4,960
Trading junks ... 2,874
Total ... 13,861

This gives an average of 33 persons per boat. The number of boats enumerated at the Census taken in November, 1906 was 6,459, but this was only a month after the great typhoon, by which many boats were destroyed. There are in addition 9,016 boats in the New Territories.

The births registered during the year were as follows:—
Chinese ... 874
Non-Chinese ... 170
Total 1909 ... 1,044
1908 ... 937

This gives a general birth-rate of 44 per 1,000 as compared with 42 per 1,000 in 1908 and 43 per 1,000 in 1907.

The birth-rate amongst the Non-Chinese community was 15.38 per 1,000 in 1908 and 15.95 in 1907.

The nationalities of the Non-Chinese parents were as follows:—British 134, Portuguese 91, Indian 47, Malay and Filipino 13, German 11, American 5, French 3, Jewish and Spanish 2, Swedish, Roumanian, Brazilian, Italian, Annamese, Japanese and Norwegian 1 each.

The number of Chinese births registered does not give an accurate record of the number of births which have occurred. Owing to the custom of the Chinese of not registering births unless the child has survived for a month and often in the case of female children not at all, it is probable that the majority if not all of the infants which are sickly at birth or die before they have lived one month have not had their births registered. It is customary, therefore, to assume that all children of one month old and under who are admitted to the various convalescent (being brought there sick by poor people) and all young infants found dead in the streets, harbour, hillsides, etc., by the Police, have been born in the Colony but not registered. By adding the number of such children to the number of the registered births it is assumed that a somewhat more correct number of births is obtained and from this is calculated a corrected birth-rate.

The number of such children in 1909 was 425 males and 646 females, total 1,071, which being added to registered births, makes a total of 2,588 as compared with 2,254 in 1908. The corrected birth-rate is therefore 7.5, while amongst the Chinese community alone the rate becomes 7.0 instead of 5.7 per 1,000.

The deaths registered during the year numbered 7,267 (5,271 in 1908). The death-rate was therefore 21.13 per 1,000 as against 27.55 in 1908. These deaths include 108 from plague (986 in 1908).

The total number of deaths amongst the Chinese community was 7,012, which gives a death-rate of 21.68 per 1,000 as against 28.55 in 1908 and 22.52 in 1907.

The deaths registered amongst the Non-Chinese community numbered 255, of which 226 were from the Civil population, 26 from the Army and 3 from the Navy.

This gives a death-rate for the Non-Chinese community of 12.45 per 1,000 as compared with 14.78 in 1908 and 15.46 in 1907.

The nationalities of the deceased were as follows:—British 86, Portuguese 53, Indian 50, Japanese 29, Malay and Filipino 11, German 8, American 7, French 3, Spanish 2, Jewish 2, Swedish 2, Dutch and Greek 1 each.

The total number of deaths which occurred amongst Non-Chinese resident civil population was 201 and allowing 1,500 for the Non-Chinese floating population this gives a death-rate of 16.08 per 1,000 for the resident Non-Chinese civil population.

CHINESE PORCELAIN.

This year will be remembered in art circles chiefly as that which, with the greatest profit and pleasure, has been devoted to the study of the art of the Far East. At the Japan-British Exhibition are being gradually unveiled before our eyes the marvellous pictorial treasures of the earlier and also of the later schools of Japan. The British Museum will next week display to the world the Chinese paintings, some of great celebrity, acquired from Frau Wegener, of Berlin, who herself collected them in China. We have referred at length to the very instructive and, at the same time, singularly fascinating exhibition of ancient Chinese pottery and porcelain at the Burlington Fine Arts Club.

This ends with the school of the long Ming dynasty, not all of which, however, it includes.

Mr. Gore's exhibition, at 170, New Bond Street, of the magnificent collection of Chinese porcelain, chiefly of the later Ming and the Kang dynasty, but with some few chosen examples also of the Kien Lung, most happily complete the survey of the ceramic art of China. It shows in unsurpassed beauty and perfection the apogee of the art during the two last-named dynasties, and the highest point, indeed, that the ceramic art has attained. The schools and styles here illustrated by representative pieces are, it need hardly be pointed out, as finely, and much more abundantly, illustrated in the great Saito collection, now by the bequest of the late owner, incorporated in the Victoria and Albert Museum. But few lovers of ceramics save only the most determined students, care to seek for them in the second-floor galleries of that immense art magazine, where they form part of an interminable procession of porcelain and pottery products, such as, incomparable as it is in quality, only the most stout-hearted can face without dismay in its entirety. Mr. Gore's exhibition, covering, so far as it goes, much the same ground, is therefore, all the more welcome. The rarest and most remarkable group is that of the vases, decorated with brilliant enamel colours, standing out against a black ground. Of these certainly the most beautiful is the vase No. 95, with panels showing the flowers of the four seasons: the hawthorn-blossom for Spring, the peony for Summer, the lotus for Autumn, the chrysanthemum for Winter. Not only are the colours of the characteristic purity and brilliancy that the flower-drawing recalls in its nobility of style the Chinese paintings of the great schools. Fine relief, too, is given to the whole design by the ingenious decoration of the neck with a formal diaper design in brilliant green and yellow. This piece is of the early Kang Hsi period.

To the "Ming period"—an insufficient description, seeing that the dynasty lasted nearly 300 years—are put down a pair of tall, narrow, tapered vases (Nos. 96, 97), of even more beautiful brilliancy in the enamel colours and of a design which in its seeming freedom and spontaneity is of quite a different order. Not less exquisite, and, indeed, as specimens of reticence and unity, of rare subtlety in colour-schemes and general tonality, to be matched only by those similar examples in the Saito collection, are the two quadrangular-shaped vases of peculiar type (Nos. 97 and 98) divided into panels, in which a fine, muted yellow and a not less delicate green are the dominant notes, and, indeed, the foundation. One of these has its foot decorated with a formal diaper design, and on either side of the neck are subterfuge-lined handles fashioned as crouching dragons. This last has its fellow in the Saito collection. The design of both these exceptional pieces illustrates in perfection the freedom, and yet the perfect certainty, in design which are characteristics of Chinese and Japanese draughtsmanship at its highest. These vases are put down to the "Ming period," but if, indeed, they belong to that dynasty, they must date from its very last years. Of a more familiar type, but of superb and, indeed, quite exceptional quality is a tall, slender vase (No. 93), with panels of off-white subjects on a ground of floral arabesques. This is of the Kang Hsi period, and was once, as the catalogue tells us, in the Hamilton Palace collection. Exceptional in quality and elaboration of design, though again of relatively familiar type, are two more of the Kang Hsi vases, and covers, the bodies of which are decorated with large panels framing designs of alar uteruli, flowers, and landscape scenes. A wine-urn (No. 34), of typically Persian shape, has a brilliant decoration of the *famille verte* order. This is of the Kang Hsi period, and, as the catalogue suggests, may very probably have been made expressly for the Persian market. An unusually tall *famille verte* vase (No. 22), chiefly remarkable for extraordinary brilliancy of colour and elaboration of design, has a scheme of decoration which includes numerous figures—court ladies, gentlemen, and musicians before the Emperor—and in the region above them three ladies and a child in court robes. As regards technique, this is undoubtedly a wonderful example of ceramic perfection. All the same, the decoration in its application of complicated and, indeed, entangled groups of figures to the curved surfaces of a vase is more open to criticism than the finest work of the more familiar Chinese generally in. Hard, indeed, would be the genuine, consisting of three vases and covers and two basins, showing a ground of the most splendid green imaginable, with a kind of vibration or throbbing in it, and on this basis a decoration of flowers, scored, embossed, and buds, in amber, yellow, white, and black. It is interesting to learn that the central vase of this group of five pieces was once owned by the late Mr. George Saito, who sold it to Sir William Bampfylde, in order that the set might be complete.

Nothing here is more attractive or more satisfying as a work of art than a sugar jar (No. 35), with a ground of the richest yellow, against which is relieved an elaborate and rhythmically disposed decoration of peacocks standing on rocks, with a background of bamboo plants. This is of the early Kang Hsi period. Of more mysterious aspect are two Ming vases, with a broad, grand design enamelled in various

greens, red, *rouge de fer*, and black, against an all-pervading background of aubergine, upon which are delicately pencilled ornamentation—presenting, or rather symbolising, water. The Blue and White Ginger-Jar (No. 57), decorated with hawthorn sprays and completed by its (also not unimpaired) cover of somewhat unusual form, is of an unsurpassable blue; not, indeed, the "hue of the sky newly washed by rain," but a translucent, pulsating, deep marine turquoise, so cunningly broken in its tints as to vibrate with redoubled effect. Space is lacking to describe the fine group of eggshell china, most pieces in which are marvels of refinement and of finish carried to its highest point. Prominent in this are two beautiful lanterns (No. 58) of the Kang Hsi period, astonishing in finesse and technical perfection, and a lovely vase with a design of the most elegant facility painted upon an oviform body of perfect shape. All the same one must relegate these satisfying products of the ceramicist to a lower plane than most of the noble examples here displayed. This description by no means exhausts the treasures of a collection the acquisition of which piece by piece, must have been a work of patience, discernment and enthusiasm for what is finest in art, and, in the true sense of the term, a labour of love. To separate oneself from such a collection must surely have wrung the heart of the possessor; one can imagine few things more trying to the continuity of the trade-art-lover. The closer our acquaintance with these works of Chinese ceramic art, whether of the earlier or of the later periods, the harder we must find it to return to even the finest products of the European manufacturing arts during the eighteenth century; the more difficult it must become to condone the radical faults, the prevarications of taste and true artistic design which disfigure even the finest Dresden and Sevres, and all the finest fabrics of Germany, France, and England which group themselves around them.

RICHSIA MEN.

The jirikishas men of Hongkong to the number of 1,500 have gone on strike by way of protest against the schedule of fares issued by the Colonial Government. The streets are said to present a deserted appearance. If these coolies, says the *Japan Mail*, have followed the example of their Japanese confrères we sympathize heartily with the action of the Colonial Government. In Tokyo fares have more than doubled during the past five years. One would suppose that the jirikishas, being in the capital, confronted by the competition of the tramway and the motor cars, would have done as people generally do in a competition, namely lowered charges. But instead of doing so, they have raised their demands to such an exorbitant figure that everyone is beginning to shrink from employing a *kuruma*. We wish that this could be regarded as the beginning of the end, but it is to be feared that the life of the jirikishas will be a very hard one. We understand that in Tokyo, as in Yokohama, the drawers are required to carry schedules of fares and to show them to their employers if required. But if these schedules are printed in Japanese, so that they can be of very little aid to foreigners; and for the rest, neither a foreigner nor a Japanese would hesitate to spend 20 or 30 sen extra for the sake of avoiding the trouble of inspecting a schedule in the street, and seeking police assistance in its figures. One thing is certain, however, namely, that the jirikishas men are enriching themselves at their country's expense, for owing to their exactions and those of inn-keepers touring in Japan is becoming an impossibility.

NAVY MOBILISING.

NEARLY 500 SHIPS TO TAKE PART IN "WAR."

Scenes of bustle were witnessed at the home ports of Portsmouth, Devonport and the Nile, when the Fourth Division ships of the Home Fleet, comprising nine battleships and four cruisers, mobilised for the annual summer manoeuvres, which are to take place this month in the Atlantic.

The Fourth Division ships normally have only skeleton crews aboard and not far short of seven thousand officers and men were required to bring them up to full strength.

All the ships are now kept ready for service, with fuel, non-perishable stores and ammunition, and refuelling the perishable stores and by eight o'clock full companies were on board and the vessels were practically ready for sea.

A fatal accident occurred while the Dreadnought cruiser *Inflexible* was being docked, a shipwright named Smith falling thirty feet to the bottom of the dock and sustaining such injuries that he died almost immediately.

The special service battleships *Goliath*, *Albatross*, *Gloria* and *Vengeance* were also manned by mobilised crews and were to leave Sheerness for the shipment of stores and stores before proceeding with the Third Division ships.

The flag of Rear-Admiral Jervis, who was so successful in last year's manoeuvres, and who has again been given an appointment aboard for a few months, has been transferred from the *Home Fleet* to the *Home Fleet* at Sheerness to the *Goliath*. The manoeuvres begin on July 4, and will be taken part in by nearly 500 ships—the largest number that has ever taken part in mimic war.

FIVE TIMES GOLF CHAMPION.

JAMES BRIDGEMAN'S VICTORY IN OPEN CONTEST.

James Bridgeman, of Walton Heath, achieved the crowning ambition of his career as a golfer at St. Andrews the other day when he won the open championship for the first time.

Up to the previous day five men had been successful four times—Tom Morris, sen., Tom Morris, jun., Willie Park, sen., Harry Vardon, James Braid, and J. H. Taylor.

Braid had little to fear from Vardon and Taylor—they were practically out of the running on the previous day—but Willie Smith, an American ex-champion, had only to keep up his previous good form to prevent Braid from setting up a new record. As it happened, Smith did not rise to the occasion—he did not beat Braid's 76, and the latter won comfortably with an aggregate of 299.

Braid won because he played like a machine. He did nothing that was exceptionally brilliant, nothing that was indifferent. It was just mechanical golf.

The tall Scotsman began with four 4's but when he reached the fifth hole he had a bad lie from a good tee shot, the ball landing in a small hole.

The Walton Heath man decided to use a spoon and was short of the green. Still he had a two-foot putt for a regulation 5. The ball ran round the hole and hung on the lip in a tantalising manner. And so his first 6 was recorded. He missed a yard putt at the seventh for a 4, but this was his only other mistake up to the turn. He reached this point in thirty-eight. At the seventh he was bunkered to the left of the green from his pitch, and had another 6. His totals were:

Out: 4 5 4 4 6 4 4 3 4 33.
Home: 4 3 4 4 5 4 3 6 5 38. Total 76.
Hard, who finished second to Braid, with an aggregate of 303, also did a round of 76.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

DINNEEN: All persons claiming to be next of kin to the late Miss CAROLINE AUGUSTA DINNEEN, late of Peckham House, London, S.E., and previously of 77, Blackheath Road, Greenwich, in Kent, are hereby required to send to the undersigned, L. M. BIDEEN, on or before the first day of July, 1911, particulars and proof of their claim, after which date the Administratrix will distribute the estate (which is under £200) amongst the known next-of-kin. Miss DINNEEN died the 22nd of December, 1909. She was the daughter of ANDREW DINNEEN, sometime of Portsmouth, England, and Isabella Winstanley his wife; these left several other children.

Dated the 1st of June, 1910.

L. M. BIDEEN,
Solicitor to Miss Dinneen's Administratrix,
20, Bucklersbury, London, England.

LONDON FIRM is open to undertake few First Class Commercial Agencies, and invites Correspondence (in confidence) to "MERCANTILE," care of J. W. YORKES & Co., 5, Nicholas Lane, London, E.C. England.

"MOGUL" LINE OF STEAMERS.

FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Steamship "LENNOX"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 16th July, 1910. [835]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF SOBABJEE BYRAMJEE BHABHA in the will written SOBABJI BYRAMJI BHABHA, formerly of Hongkong but late of Bombay in the Empire of India, Merchant, deceased.

NOTICE IS HEREBY GIVEN that the COURT has, by virtue of Section 50 of the Probate Ordinance, 1897, made an Order limiting the time to the 30th day of July, 1910, within which all creditors and other persons having any claims or demands upon or against the above Estate are to send in such Claims.

All Creditors and other persons are accordingly hereby required to send particulars of their Claims to the Undersigned before the date mentioned.

Dated the 24th day of June, 1910.

JOHNSON, STOKES & MASTER,
Principals Buildings,
100 House Street,
Solicitors for the Administrator.

GENTLEMEN: WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK of Gentlemen's & BOSE (SOCKS) assorted Shade and Designs, also BOSE GARTERS, BRACES, SCARF PINS, STUD and SLEEVE BUTTONS. Best Quality of PEARL BUTTONS, WAIST COATS and COATS, FANCY NECK TIES and SCARF DRESS TIES, Black and White HANDKERCHIEFS, FLAIN and HEM-SHITCH, COTTON and LINEN DRESSING HAIR BRUSHES and COMBS, &c.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 18th July, 1910. [707]

KIDNEYS

AUSTRALIAN SHEEP'S KIDNEYS

60 CENTS PER DOZ.

THE DAIRY FARM CO., LTD.

[42]

報新外中港香

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Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS Circulates largely throughout Southern China Indo-China, etc.

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Documents translated from or into Classical or Colloquial Chinese.

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th to FRIDAY, 29th July, both dates inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 12th July, 1910. [322]

THE WEST POINT BUILDING COMPANY, LTD.

AN INTERIM DIVIDEND of DOLLARS 1.80 per Share for Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th to FRIDAY, 29th July, both dates inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

The HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
General Agents for
THE WEST POINT BUILDING CO., LTD.
Hongkong, 12th July, 1910. [324]

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 9th August, both days inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.

Hongkong, 12th July, 1910. [325]

CHINA LIGHT AND POWER CO., LTD.

LOST.

CERTIFICATE of 100 Shares standing in the Register of this Company in the name of ARTHUR GEORGE SELWEN MANNING has been LOST.

Serial No. 269—13313/13412—100 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 24th June, 1910. [776]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1903 £19,121,310.

L. Authorised Capital ... £25,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,224,900
Fire Funds ... 324,753

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th January, 1909. [783]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL FIELDS Co., Ltd., who are prepared to supply FRESH COAL straight from the Mines Steamers loaded at the Wharves. Quick despatch.

Telegrams: "LABOR LABUAN."

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [59]

TO LET

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—J. HUNNESSEY SEETH,
No. 4, 100 House Street.

Hongkong, 2nd July, 1910. [795]

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

A HOUSE, in Knutsford Terrace.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st July, 1910. [325]

TO LET.

NO. 2, HOLLYWOOD ROAD.

No. 2, OLD BAILEY. Immediate Possession.

ARRATON V. APCAR & Co.,
14, Des Vaux Road Central.

Hongkong, 4th July, 1910. [800]

TO LET.

NO. 14, SEYMOUR TERRACE, from 1st July.

Apply to—COMPRADORE DEPT.,
Care of Messrs. GIBB, LIVINGSTON & Co.
Hongkong, 7th June, 1910. [724]

TO LET

TO LET.
1st SEPTEMBER.

BOWEN ROAD, Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st July, 1910. [781]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.

Apply to—ARRATON V. APCAR & Co.,
14, Des Vaux Road Central.

Hongkong, 3rd March, 1910. [563]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Office or as a Boarding House.

One GODOWN in MASON'S LANE.

Apply to—DAVID SASSOON & Co., LTD.
Hongkong, 8th March, 1910. [95]

TO LET.

NO. 156, PRAYA EAST, From 1st June. ALSO OFFICES, at No. 2, PEDDER STREET, from 1st July.

Apply—Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 1st June, 1910. [706]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st July, 1910. [89]

TO LET.

OFFICES in Des Vaux Road, Central, corner of 100 House Street.

Apply to—Messrs. PERCY SMITH & FLEMING,
5, Queen's Road.

Hongkong, 2nd June, 1910. [440]

TO LET—AT MACAO.

A LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenida.

Apply to—C. A. E. D'ASSUMPCAO,
75, Praia Grande, MACAO.

Hongkong, 6th June, 1910. [802]

TO LET.

NO. 19 and 23, SHELLEY STREET, not 5-Roomed Houses.

NO. 57, PRAYA GRANDE, Macao. GODOWN, 28, Daddell Street.

"CHERTONDALE," No. 100, PRAY, Fully Furnished for September and October, 1910.

NO. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

A WELL-FURNISHED HOUSE in Kowloon, with use of Tennis Court, from 1st June, 1910.

NOT-BRACONFIELD ARCADE (Shop). PREMISES at SHAMBERN, CANTON, lately in occupation of the Canton Kowloon Railway.

FOR SALE—TOR CROSS, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 9th July, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st July, 1910. [98]

TO LET.

NEW and COMMODIOUS SHOPS. Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwatti. Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [790]

TO LET.

NOS. 2 and 3, GOUGH HILL (104, PEAK), as one or two HOUSES, Furnished or Unfurnished.

Apply to—Messrs. S. J. DAVID & Co.
Hongkong, 29th June, 1910. [782]

TO LET.

"DARTMOOR," No. 13, CONDUIT ROAD, 21, CONDUIT ROAD, Clifton Gardens.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nai Chung Road.

NO. 4, RIFON TERRACE.

OFFICES in YORK BUILDING.

NO. 10, DES VEAUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 9th July, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.

Apply to—HENRY HUMPHREYS,
Alexandra Buildings.

Hongkong, 2nd February, 1910. [151]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
Subscribed ... 1,125,000
PAID-UP ... 562,000
RESERVE FUND ... 285,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits:
For 12 months ... 4 per cent.
For 6 " ... 3 1/2 per cent.
For 3 " ... 3 per cent.

EVAN OSMISTON,
Manager.

Hongkong, 26th April, 1910. [21]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... 16,250,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:
Tokyo, London, Osaka
Nagasaki, San Francisco, Lyons
New York, Shanghai, Hankow
Bombay, Tientsin, Hongkong
Nanking, Dairen, Port Arthur
Amoy, Lioyang, Ching Chuan
Tientsin, Kobe

HONGKONG—INTEREST ALLOWED On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months 4 per annum
" " " 6 " 3 1/2 "
" " " 3 " 3 "

TAKEKO TAKAMICHI,
Manager.

Hongkong, 14th March, 1910. [343]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS:
STERLING £1,500,000 at 2/-=\$15,000,000
SILVER \$1,500,000 at 100/-=\$1,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
G. HALL, Esq., Chairman.
ROBERT SHERMAN, Esq., Deputy Chairman.
F. H. Armstrong, Esq., J. F. Lish, Esq.
J. W. Bannan, Esq., G. H. Medhurst, Esq.
Hon. Mr. H. K. Keewick, H. Shellen, Esq.
C. R. Lammiman, Esq., H. A. Stole, Esq.
S. A. Levy, Esq.

CHIEF MANAGER:

Hongkong—J. B. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:
For 3 months, 3 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Acting Chief Manager.

Hongkong, 16th July, 1910. [16]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,600,000
RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent
for 3 " 3 1/2 "
for 6 " 3 "

WM. DICKSON,
Manager.

Hongkong, 27th April, 1910. [10]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP ... \$1,200,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainan, Taingtan, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—
KÖNIGLICHE SÄKANDLICHE (PREUSSISCHE) STAATSBANK Berlin.

DIRECTOR DER DISCONTO-GESELLSCHAFT
DEUTSCHE BANK
S. B. REICHERDSE
BERLINER HANDELS-GESELLSCHAFT
BANK FÜR HANDEL UND INDUSTRIE
ROBERT WARSCHAUER & Co.
MERKESBROCK & Co.
M. A. VON ROTHSCHILD & Co.

JOSEPH S. H. SMITH
NORDDEUTSCHE BANK IN HAMBURG, HAMBURG
SAL. OPPENHEIM, JR. & Co. Koenig.
BAYISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Accounts DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [22]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ... Yen 5,000,000
Reserve Fund ... Yen 1,710,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Swatow, Tainan
Anping, Keelung, Tamsui
Aoshan, Nagasaki, Tokyo
Foschow, Osaka, Yokohama
Keelung, Shanghai

HONGKONG OFFICE:

3, Des Vaux Road.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOW, Manager.

Hongkong, 9th March, 1910. [591]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$125,000,000
" " " about Mex. \$1,222,222
RESERVE FUND ... Gold \$125,000,000
" " " about Mex. \$1,222,222

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money, Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.
For 6 " 3 " "
For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.

N. S. MARSHALL,
Manager.

Hongkong, 1st May, 1910. [536]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB,

Acting Chief Manager.

Hongkong, 16th July, 1910. [19]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 12,378,100 (£1,031,500)
Reserve Fund Fl. 2,754,338.09 (£229,538)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

The BANK transacts every description of Banking and Exchange business, receives money in Current Accounts at the rate of 2 per cent. per annum on Daily balances and accepts Five Deposits at the following rates:

12 months 4 per cent. per annum.
6 " 3 1/2 "
3 " 3 "
C. WOLDRINGH, Manager.

No. 16, Des Vaux Road Central.

Hongkong, 4th August, 1909. [23]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI MUTABE, HOJO, NAMAZUTA, SATO, SHINNEW AND KANTYAMADA, Collieries.

SOLE AGENTS FOR KISHIOAKE, MIYAO AND KIGYO KOM

BENGER'S

One of the most valuable foods known to the Medical Profession.—"The Lancet" describes it as "Mr. Benger's admirable preparation."

Benger's Food is distinguished from the others by the ease with which it can be digested and absorbed. Benger's Food is for INFANTS and INVALIDS, and all whose digestive powers have become weakened through illness or advancing age.

Men and interested persons are requested to write for Booklet, "Benger's Food," to the "Concise Guide to the Feeding of Infants," and for practical information on the care of Invalids, Convalescents and the Aged. Post free on application to Benger's Food Ltd., 100, Abchurch Lane, London, E.C. 4.

Benger's Food is sold in this by Druggists, etc., everywhere.

BOVRIL

THE SUPREME ACHIEVEMENT IN BEEF CONCENTRATION.

Infinitely superior to Meat Extract or Beef Tea.

BOVRIL is supplied to the British Admiralty and War Office, the India Office, and is used in over 2,000 Hospitals.

BY APPOINTMENT TO



HIS MAJESTY THE KING.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Agent for Regular Use.



MAGNESIA

COLEMAN'S WINCARNIS

THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will do FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Seewoo Road, Shanghai. [714]



AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

593

THE RUBBER MARKET.

Considering the paucity of business transacted in rubber shares of late, market conditions have shown remarkable steadiness and stability. As a matter of fact, signs of inherent strength have not been wanting in the last few days, while the shares of the more reputable and dividend-paying companies have been attracting a little attention on the higher dividends which are being declared compared with last year.

For the present, and pending developments in the market for crude rubber, the shares of those companies which have not yet reached the dividend-paying stage are practically overlooked by the public, although the time is perhaps near at hand when a fresh wave of general interest will spring up in rubber shares.

There does not seem to be much giving way in the price of rubber, which once more crossed the 10s. mark on Wednesday, and this was not without influence on shares. Of late there have been very few evidences of professional selling, and the market is liquidation on the part of holders who were at one time hard pressed to provide for instalments on recent issues would seem to have ceased. Another heavy batch of special settlements has been disposed of without difficulty, although rumours of possible troubles were, as usual, freely circulated, no doubt with the intention of unsettling the market. If any difficulties at all have arisen in connection with these special settlements they can have been of minor importance only, and possibly confined to certain dealers' undertakings to borrow shares of which they were short. It is a fact that some of the settling companies themselves were actually approached by jobbers on the Stock Exchange who had sold short, and who wanted to borrow shares for delivery.

A SOUND POSITION.

Consumers of rubber are still anxious to make contracts for supplies for long ahead delivery at very stiff prices compared with those quoted openly for spot and near at hand deliveries, a fact which naturally serves to confirm the opinion consistently taken by optimists that the position of the market is intrinsically sound, and that too much fuss is made over the course of affairs at the public auctions. The supplies in the hands of manufacturers continue to be drawn upon, more especially in the United States, where the best information available suggests that the reserves are pretty well down to the safety limit, the inference being that American buying on a brisk scale should soon be witnessed again in the European markets. Certainly there has been lately a little more interest shown here in North American accounts, though without any of the feverishness of buying seen when prices neared their apex.

The point of chief interest is how long can consumers go on drawing upon invisible supplies. European manufacturers are pretty busy, and latterly have been making considerable advances in their selling prices, thus enabling them to recoup themselves for the enhanced costs of raw material, while the motor industry continues to expand. French manufacturers are hopeful of securing considerable business very soon from the big Paris motor show, which has just been arranged at the instance of the local Municipal Council. The idea is to provide a modern rapid transit service of motor buses in place of the somewhat out-of-date system, and the concession for which has been secured by La Compagnie Generale des Omnibus, which will eventually place several thousand motor vehicles on the road. Special requirements of Rio Janeiro in Brazil have resulted in an order for 110 vehicles including delivery vans, lorries, fire engines, and motor-cabs, being secured by British work in keen competition with France and Germany—this being probably the largest foreign order for motor vehicles ever placed in England. Taking the world over, it has been estimated that the motor vehicle trade will alone require 35,000 tons of rubber for tyres during the present year—this representing about half the crude rubber production, hence the magnitude of this industry and its effect upon rubber can easily be appreciated.

ARTIFICIAL RUBBER.

There seems to be another little stir in some quarters regarding the production of artificial rubber displacing that of the natural material, but it may be doubted whether this phase of the matter is deserving of very much consideration at present. Undoubtedly there is a good deal of re-working up of old rubber going on but even this entails the admixture of new rubber, and it remains to be seen whether or not the resulting product possesses the unique qualities of nature's growth. Naturally high prices for rubber tend to increase the use of substitutes wherever and whenever possible, but if this results in a deterioration of quality, it is a matter for reflection in a revolution of feeling on the part of the final users. The talk about the Americans having devised a secret process for turning out artificial rubber in such quantities as to enable manufacturers there to do without the natural article, is the sheerest nonsense, the supply of substitutes having no more to do with the recent abstention of buying by Americans in London than has the disappearance of Halsey's Comet. What Americans are trying very hard to do is to render herself independent of the open market for rubber, to which the United States Rubber Company is now endeavouring to acquire sufficient plantations in Brazil and the Middle East to provide all its requirements.

American manufacturers hate to be held at the mercy of European dealers in the matter of raw supplies, and commercial history contains several instances in which they have revolted successfully, and in some instances they have been successful in breaking down what they regard as a thralldom. One of the latest of the latter was when leading American consumers of tin decided that they would no longer consent to be at the mercy of London or Singapore, and to this end erected a huge plant for smelting tin from the ore near New York. They intended to buy the ore in the Federated Malay States and ship it to America, but they reckoned without their host, for the Government of the Straits Settlements, seeing danger to the local smelting industry, and promptly enacted legislation which had the effect of prohibiting the exportation of tin ore. The elaborate American plant has now been dismantled, and the premises are occupied by a butter company. As regards rubber, however, there would probably be no insuperable obstacle in the way of American interests acquiring their own plantations, but it would take a long time before such acquisition necessarily added to the world's supplies of the article.

A PRETTY TALL ORDER.

Meanwhile the company named is credited with having purchased 2,700 square miles of rubber land in Brazil, but no information is volunteered as to whether the lands bear rubber trees, and if so, how many, or whether it is merely that the lands are regarded as suitable for the growth of rubber. Anyway, the clearing and planting of 2,700 square miles of tropical forest land seems a pretty tall order even for a Yankee. Another tale is that land has been obtained in the Sumatra which is believed to be capable of producing rubber. All this very nebulous, however, and the tale is hardly worth the telling, except as indicating tendencies and possibilities.

As bearing upon the market for fine Para the receipts for this, the last month of the season, look like being very small, the figures cabled from Brazil on June 22 being only 760 tons. This apparently has accelerated the renewed spirit in the prices, and the tendency of the market on the approach of the closing sales, which are fixed for next week, is upwards. Interesting developments may thus be witnessed in the immediate future should demands develop satisfactorily.

WORLD'S SUPPLY OF PARA.

The statistics issued in America usually differ from those that are issued in England, though not to any great extent as regards the Para receipts. According to an American compilation the world's visible supply of fine Para rubber on June 1 was 2,871 tons, against 2,367 tons a year ago—an increase of 504 tons. Deducting from the total the stock held in Liverpool of 1,500 tons, there is left 1,372 tons, distributed as follows:—

June 1—Stock in United States	106
Stock in Para (2nd hands)	470
Stock in Para (2nd hands)	205
Afloat Para to United States	675
Afloat Para to Europe	480

The increase in the Liverpool stock of Para rubber against last year was nearly 1,000 tons, but the net increase in the visible supply of Para grades is only half that amount owing to the insignificant stock held across the Atlantic. The fact to be considered is that the total quantities of Para are not very small. So far as the United States are concerned it may reasonably be assumed that the dearth of supplies apparently cannot go on much longer, while the reserves in the hands of manufacturers must have been drawn upon to a dangerous limit, unless there has been a drastic curtailment of operations by the tyre and other important industries, which is highly improbable according to all accounts. Allowance, of course, has to be made for the moderate supplies of inferior grades of rubber drawn from outside sources, such as Mexico and Central America, while certain quantities of plantation rubber have been obtained direct from the East.

HOPEFUL PROSPECTS.

All the same, the statistics of fine Para, upon which product American consumers must be still largely dependent to fill requirements, certainly afford an indication of hopeful future possibilities. The fact that increasing quantities are being secured by America from the Middle East is rather an interesting point, as it tends to show that the Americans are apprehensive that Brazilian output is not keeping step with the increased world's requirements on the basis of recent years. It is clear, therefore, that given well-sustained activity in the world's manufacturing trades in the course of this year, the additional output of the Eastern estates will all be needed. The total world's visible stocks of all kinds barely exceed 4,500 tons, or about three weeks' consumption, while it is certain that the invisible stocks are less than they were a year ago.—*Evening Standard.*

COLOUR VISION AT SEA.

A further development has arisen out of the case of Mr. John Trattles, who, on the ground of defective colour-vision, was lately arraigned by the Board of Trade—who declined to grant him his first Mate's certificate, the examination for which he had passed—and who, furthermore, failed to pass a second examination. The second Mate of which he was already in possession. It will be remembered that the Board of Trade instituted a special inquiry, presided over by Sir Francis Mowatt, G. C. B., assisted by Mr. John Dickinson, a Metropolitan Magistrate. The Imperial Merchant Service Guild defended Mr. Trattles, and, after a long hearing, Mr. Trattles' certificate was returned to him by the Court, the Board being satisfied in confidence. The Guild have lately presented representations to the Board on the matter of Mr. Trattles' first Mate's certificate and this has now been granted to him.

Arising out of this case, the Board of Trade advise the Guild that they are about to appoint a small Departmental Committee to advise them as to what changes, if any, appear advisable in the system of sight tests now in force. It is not intended that representations be called upon him to surrender a certificate for the second Mate of which he was already in possession. The Board are informed that the Guild have deliberately decided to avoid this method of constituting the Committee as unsuitable, having regard to the nature of the subject to be investigated and the number of interests that would require to be represented. In this connection Sir Walter J. Howell, K. C. B., on behalf of the Board, states that they will not themselves be represented upon the Committee. They will, however, tender in confidence to members within their knowledge, and it is hoped that a similar course will be adopted by other persons and bodies interested, including the Imperial Merchant Service Guild.

WHITELEY'S

THE BIGGEST STORE IN THE WORLD.

HIGH QUALITY. MODERATE PRICES. PROMPT ATTENTION.

General Illustrated Catalogue (free post) by Departmental List sent Free to home or foreign applicants.

WM. WHITELEY, Ltd., UNIVERSAL PROVIDERS, WESTBOURNE GROVE & QUEEN'S RD., LONDON, W.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



THE SAME TO-DAY AS IN 1745.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS. [46]

VESSELS EXPECTED.

THE FRENCH MAIL. The M.M. str. *Polysseus*, with the French Mail of the 19th ult., and mails from London of the 18th ult., will leave Saigon on the 15th inst., at 9 a.m., and is expected to arrive here this morning.

THE AMERICAN MAIL. The T.K.K. str. *Nippon Maru* is due to arrive at this port to-morrow at 6 a.m. The P.M. str. *Siberia* left Yokohama on the 15th inst., and is due to arrive here on the 29th inst.

The P.M. str. *China* left San Francisco on the 6th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 3rd prox. The P.M. str. *Manchuria* will leave San Francisco on the 12th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 8th prox.

THE INDIAN MAIL. The Indo-China str. *Kulsang* left Calcutta for the Straits and Hongkong on the 7th inst., and is due here on or about the 23rd inst.

The Indo-China str. *Leisang* left Calcutta for the Straits and Hongkong on the 13th inst., and is due here on or about the 29th inst.

THE CANADIAN MAIL. The C.P.R. Co.'s str. *Manitowick* arrived at Yokohama at 7.30 p.m. on the 14th inst., and left again at 5 a.m. on Saturday for Kobe, where she is due to arrive at 10 a.m. on the 17th inst.

The C.P.R. Co.'s str. *Empress of Japan* left Vancouver on the 6th instant a.m. for Hongkong via usual ports of call.

THE AUSTRALIAN MAIL. The E. & A. str. *Empire* left Thursday Island on the 14th inst. for Timor, Manila and this port, and is due at Manila on the 23rd inst.

THE "Glen" Line str. *Glenearn* left Singapore on the 11th instant, and is due here to-day at daylight.

The Austrian Lloyd's str. *Silesia* left Singapore for this port on the 12th instant p.m., and is due here to-day a.m.

The British str. *Longships* left Moji on the 12th instant for this port, and is due to arrive here to-day.

The Bank Line Ltd.'s str. *America* left Vancouver, B.C., on the 4th ult. for Hongkong via Japan ports.

The Mogul Line str. *Lothian* left United Kingdom on the 10th instant for Hongkong via Straits.

The "Ben" Line str. *Benedict* from Middeboer, Antwerp and London left Singapore on the 13th instant for this port.

PASSENGERS.

Per *Mesico*, from Shanghai, Miss Clark. Per *John Maru*, from Swatow, Mr. H. C. Doat.

Per *Manche*, from Haiphong, Mr. and Mrs. Moriere. Per *Hutchow*, from Tientsin, &c., Mr. and Mrs. Nagahama.

Per *Hanoi*, from Haiphong, &c., Miss Cassanara, Mr. and Mrs. Le Roi S. Etienne. Per *Haitan*, from Coast Ports, Mr. Tringham, Mrs. Churchill, Mr. Lightfoot and Captain Merin.

DEPARTED. Per *Rubi*, for Manila, Mr. and Mrs. Kerkhoven, Mr. and Mrs. Rouse, Mr. G. Hearn, Mr. J. G. Gow, Mr. J. C. McMullan, Mr. J. W. Wilson, Mr. E. H. He, Mrs. Agnasia Monchein, Mrs. Spencer and child, Mr. A. B. Moulder, Mr. N. Tomoshia, Mrs. Mesuta, Mrs. and Miss Botelho, Mr. H. H. Watkins, Mr. G. Weedon and Mr. de Souza.

Per *Korea*, for San Francisco, Mr. E. S. Warrington, Col. H. T. Burrows, Mr. H. H. Koo, Mr. W. J. Breen, Dr. A. D. Foster, Mr. H. Dastur, Mr. W. Perry Rosensson, Mr. Miller Jublin, Mr. D. H. Cameron, Mr. Wm. Robinson, Mr. C. D. Pierce, Mr. Wm. M. Watson, Mr. E. Barton, Mr. J. Haussermann, Mr. H. P. Nepper, Mr. E. Wolf, Mr. Chas. Harding, Mr. and Mrs. J. Agnew and infant Mr. and Mrs. J. Bryant, Mr. O. Bryant and Mr. P. J. Eward.

SHIPPING IN PORT.

STRANERS	Arrived	Departed
BORNEO, German str., 1,344, F. Semblil, 14th July—Sandakan 9th July, Timber and General—Melchior & Co.		
FAUSANG, British str., 1,410, H. Malkin, 14th July—Saigon 8th July, Rice—Jardine, Matheson & Co.		
GLENFARO, British str., 3,250, W. L. Hartnell, 12th July—Mexico 11th June—Shewan Tomes & Co.		
HAIYANG, British str., 1,336, A. E. Hodgins, 9th July—Foolchow, Amoy and Swatow 8th July, General—Douglas, Laprak & Co.		
HALLIOTT, Dutch str., 2,047, Zwart, 12th July—Singapore 5th July, Petroleum—Asiatic Petroleum & Co.		
HEMSANG, British str., 1,536, Smith, 13th July—Java 8th July, Sugar—Jardine, Matheson & Co.		
HOLSTEIN, German str., 1,113, D. Henk, 13th July—Tromsø and Hoihow 12th July, Coal and General—Jensen & Co.		
HUB, French str., 742, Panier, 8th May—Haiphong 5th May, General—A. R. Marty.		
IOHANG, British str., 1,223, K. E. Tuebben, 13th July—Saigon 9th July, Rice—Duttenfeld & Swire.		
INABA MARU, Japanese str., 4,937, K. Kawano, 11th July—Saigo via Ports 7th July, General—Nippon Yusen Kaisha.		
INDIEN, Danish str., 3,612, Borg, 13th July—Port Said 2nd June, General—Melchior & Co.		
JAPAN, British str., 3,806, A. Stowart, 14th July—Moji 9th July, General—David Sassoon & Co.		
KATFUKU MARU, Japanese str., 1,903, S. Saito, 6th July—Moji 30th June, Coal—Mitsui Bussan Kaisha.		
KINTUCK, British str., 4,616, A. G. R. Pardo, 12th July—Yokohama via Ports 25th June, General—Butterfield & Swire.		
KUMCHOW, British str., 1,449, J. D. Martia, 3rd July—Saigon 29th June, Rice and General—Man Fat.		
KWANGSIE, Chinese str., 1,468, Lincoln, 13th July—Shanghai 9th July, General—C. M. S. M. Co.		
KWONGSANG, British str., 1,423, Richard, 13th July—Shanghai and Swatow 12th July, General—Jardine, Matheson & Co.		
LOCISUN, German str., 1,020, W. Tanbart, 14th July—Bangkok 6th and Swatow 13th July, Rice and Wood—Butterfield & Swire.		
MAYDASAN MARU, Japanese str., 3,246, K. Shimidzu, 3rd July—Milke 27th June, Coal—Mitsui Bussan Kaisha.		
MARIT, German str., 1,169, Christensen, 15th July—Saigon 11th July, Rice and General—Jensen & Co.		
MAUSANG, British str., 1,614, G. S. Weigall, 10th July—Sandakan 4th July, Timber—Jardine, Matheson & Co.		
MERANT, Dutch str., 1,597, E. Uidal, 12th July—Samarang 4th July, Sugar—Kiu Tye Leong.		
NANSHAN, British str., 1,299, Chas. Hawa, 6th July—Saigon 2nd July, General—Bradley & Co.		
SARIE BANDER, Chinese str., 667, J. Martin, 29th May—Singapore 22nd May, Wood and Iron—E. C. Wills.		
SCANDIA, German str., 4,300, von Döhren, 11th July—Hamburg 27th May, General—Hamburg-Amerika Linie.		
SENUKIANG, British str., 935, Haris, 15th July—Hilo and Cebu 11th July, Hemp and General—Butterfield & Swire.		
TEAN, British str., 1,346, A. W. Oatbridge, 15th July—Manila 12th July, General—Butterfield & Swire.		
TINGSANG, British str., 1,060, Anderson, 13th July—Haiphong 11th July, Coal and Timber—Jardine, Matheson & Co.		
VENELIA, British str., 2,333, H. E. Purdon, 11th July—Moji 3rd July, Coal—Mitsui Bussan Kaisha.		
VOLUTE, British str., 2,599, H. Jackson, 26th June—Singapore 19th June, Petroleum in bulk—Asiatic Petroleum & Co.		
WAISITING, British str., 1,200, Holmwood, 6th July—Hongay 4th July, Coal—Jardine, Matheson & Co.		
YINGCHOW, British str., 1,216, W. Frank, 15th July—Sibell 9th July, Coal—Butterfield & Swire.		

HONGKONG TIDE TABLE.

From July 18th to 24th, 1910.

Day	Month	HIGH WATER.		LOW WATER.	
		Mean Time.	Height.	Mean Time.	Height.
Mon.	18	11.55	6.5	1.45	2.1
Tues.	19	10.55	6.5	0.10	3.4
Wed.	20	9.55	7.0	0.05	3.9
Thurs.	21	8.55	7.5	3.1	1.7
Fri.	22	7.55	8.0	2.3	3.4
Sat.	23	6.55	7.7	1.5	3.3
Sun.	24	5.55	8.1	0.4	0.4

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 17th.

	Previous Day at 6 p.m.	On Day at 10 a.m.	On Day at 4 p.m.
Barometer	29.82	29.57	29.58
Temperature	88	87	86
Humidity	71	76	82
Wind Direction	W	W	SW
"Force"	1	1	1
Weather	c	c	o
Rain			

Highest open air temperature on 16th..... 90
Lowest open air temperature on 16th..... 81

SANTAL MIDY

These tiny Capsules—superior to Copaiba, Cubeba, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience. Each Capsule bears the name. Paris, 8, rue Vivienne. Sold by all Chemists.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

593

Allenburys' DIET

AN IDEAL INVALID FOOD IN HOT CLIMATES.

The "Allenburys" Diet is a complete food, being manufactured from milk and wheat meal, both ingredients being largely predigested. It is most palatable and easy of digestion, and can be made in a minute, the addition of boiling water only being necessary. Whilst acceptable to all as a light nourishment, it is especially helpful to Invalids, Dyspeptics, and the Aged.

For Travellers by Sea or Land this complete Food will be found exceedingly valuable.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 21st	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 23rd	See Special of Call.
TAKAO, SHANGHAI, PUKOW, BANCA, HANKOW, TATE and MOI	Capt. G. W. Gordon	July	Freight only.
LONDON and ANTWERP	SOMALI	About 27th	Freight and Passage.
ANG COLOMBO, PORT SAID and MARSEILLES	Capt. A. G. Cubitt	July	
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NUBIA	About 28th	Freight and Passage.
	Capt. F. J. Fox	July	

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 16th July, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
LOILO & CEBU	"SUNGKIAN"	On 18th July, 4 P.M.
MANILA	"TEAN"	On 19th July, 3 P.M.
TSINGTAU & NEWHANG	"YUNNAN"	On 20th July, 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 21st July, 4 P.M.
SHANGHAI	"CHENAN"	On 21st July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 27th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHEYAN" "CHINHA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before MIDNIGHT on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS

10

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMERS	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 19th July, at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	THURSDAY, 21st July, at 3 P.M.
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 26th July, at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMERS	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	WED'DAY, 20th July, at 10 A.M.
"HAIMUN"	Capt. A. H. Stewart	THURSDAY, 21st July, at 10 A.M.
		SUNDAY, 24th July, at 10 A.M.

* The s.s. "Haiyang" will not call at Swatow. Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier). During the Months of July, August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th July, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Monday, 18th July, 4 P.M.
SANDAKAN	"MAUSANG"	Tuesday, 19th July, 4 P.M.
MANILA	"LOONGSANG"	Friday, 22nd July, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 26th July, Noon.
TIENTSIN	"CHEONGSHING"	Tuesday, 26th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 28th July, Noon.
MANILA	"YUENSANG"	Friday, 29th July, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG" and "NAMSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin and Newchwang. Telephone No. 215, Sui. Exch. 4.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tesso, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

14

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN	"SIAM"	End of July.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 2nd July, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

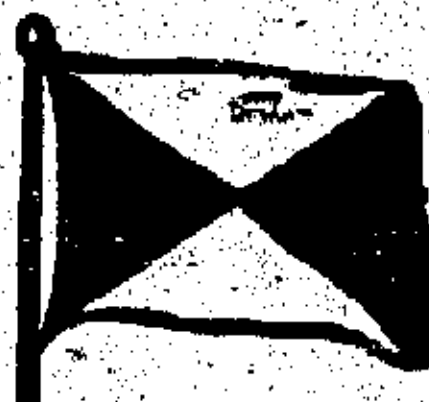
CALLAO, IQUITQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. KIYO MARU	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUTO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAPIRO	2540	A. Fraser	Manila	On 23rd July, Noon.
RUBI	2540	R. Rodger	Manila	On 30th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers.

12

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:	S.S. ARABIA	13th July.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SITHONIA	23rd July.
FOR HAVRE & HAMBURG:	S.S. BRASILIA	25th July.
FOR MARSEILLES & HAMBURG:	S.S. MECKLENBURG	26th July.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SEGOVIA	10th Aug.
FOR HAVRE & HAMBURG:	S.S. SCANDIA	17th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

11

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MISHIMA MARU Capt. A. E. Moosa	9,000	WED'DAY, 20th July, at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 3rd Aug., at Daylight.
	ATSUTA MARU Capt. Wm. Thomson	9,000	WED'DAY, 17th Aug., at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao	7,000	SATURDAY, 13th Aug., from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 19th July, at 4 P.M.
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 16th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 6th Aug., at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 2nd Sept., at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parsons	7,000	WED'DAY, 20th July.
KOBE and YOKOHAMA	HITACHI MARU Capt. N. Matheson	7,000	THURSDAY, 21st July, at Noon.
BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	TUESDAY, 26th July.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 3rd Aug., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Ak Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Optica of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 23rd May, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	Second half of July	SHANGHAI	Second half of July
TJILLIWONG	JAPAN	Second half of July	JAVA	Second half of July
TJIPANAS	JAVA	Second half of July	JAPAN	Second half of July
TJIMAH	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJIBODAS	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJILATJAP.	JAVA	Second half of Aug.	JAPAN	Second half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 16th July, 1910.

Telephone No. 375.

15

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 10th Aug., at Noon.
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 20th July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 21st July, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUSUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

703

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.Japan Office:
32, WATER STREET,
YOKOHAMA.

662

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

1537

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "GLENLOCHY" Will be despatched for the above Ports on FRIDAY, the 22nd inst. For Freight and/or Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 15th July, 1910. [798]

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "INDRADEO" Captain W. H. Lea, will be despatched as above on SATURDAY, the 23rd July. This Steamer has superior accommodation for a limited number of First-Class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 12th July, 1910. [820]

D. SCHOLTE & CO., AMSTERDAM.

**DUTCH PIECE GOODS: SHIRTINGS,
SPANISH STRIPES, DRILLS,
CASHMERES, ETC., AND ALL SUNDRIES.**

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM.

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The Polynesians, with the French mail of the 17th ult., left Saigon on Friday, the
15th inst., at 9 a.m., and may be expected here to-day. This packet brings replies to letters
despatched from Hongkong on the 14th May.

The Tonkin, with the English mail of the 24th ultimo, left Singapore on Saturday, the
16th inst., at 6 a.m., and may be expected here on or about Thursday, the 21st inst., at 6 a.m.

The parcel mails closed in London for despatch by the all sea route on the 15th of June and
for despatch overland on the 22nd of June.

The Nippon Maru, with the American mail, be expected here to-morrow, at 6 a.m.

FOR	PER	DATE.
Macao	Sui Tai	Monday, 18th, 1.15 P.M.
Cebu and Dolo	Sungking	Monday, 18th, 3.00 P.M.
Shanghai	Kwongkong	Monday, 18th, 3.00 P.M.
Batavia, Samarang and Sourabaya	Holstein	Monday, 19th, 9.00 A.M.
Pakhoi and Haiphong	Hanoi	Tuesday, 19th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 19th, 10.00 A.M.
Singapore, Penang and Calcutta	Japan	Tuesday, 19th, 10.00 A.M.

Europe, Asia, India via TATTOOIRIN
(Late Letters 11.00 A.M. to Noon. Extra
Postage 10 cents)
Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.

FOR	PER	DATE.
Macao	Sui Tai	Tuesday, 19th, 1.15 P.M.
Atakila	Teau	Tuesday, 19th, 2.00 P.M.
Sakalau	Mauau	Tuesday, 19th, 3.00 P.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu, Yokohama, Victoria and Seattle	Inaba Maru	Tuesday, 19th, 5.00 P.M.
Singapore, Penang and Colombo	Mitsushima Maru	Wednesday, 20th, 9.00 A.M.
Quang Chow Wan and Haiphong	Manche	Wednesday, 20th, 9.00 A.M.
Swatow	Haitan	Wednesday, 20th, 1.15 P.M.
Macao	Sui Tai	Wednesday, 20th, 3.00 P.M.
Tsingtau and Newchwang	Yunau	Wednesday, 20th, 3.00 P.M.

FANS! FANS! FANS!

There are FANS and FANS but the FREEZOR FAN is the best and better still if it
has the OZONATOR attachment, OUR OWN IDEA.

Gas driven Fans

where Electric

current is not

available, or Bat-

tery and Electric

Accumulator Fans

for the Outposts.

Anything to

keep cool but the

"OZONATOR"

has caught on,

and will soon be

indispensable.



The Ozonator

Globe and Sponge

can be fixed to

the guard of any

fan at little cost,

and the fluid

Ozone can be

obtained at any

of the Pharmacies.

One bottle of

concentrated es-

sence supplied

free.

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BENEDICTINE, D.O.M.

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SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 16th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TION CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, buyers
National Bank of China, Limited	99,925	47	26	\$76, buyers
Bank of China, Limited	8,604	12/6	12/6	\$8, sellers
Bank of Communications, Limited	60,000	\$12	\$12	\$92, buyers
China Bank, Limited	50,000	\$10	\$10	\$1,50, sellers
China Light and Power Company, Limited.	20,000	\$1	\$1	\$62, sellers
China Provident, Loan & Mortgage Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Corroon Mills	125,000	\$10	\$10	\$5, sellers
Ewo Cotton Spinning & Weaving Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 57.
Hongkong Cotton Spinning Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
International Cotton Manufacturing Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 20.
Loan & Mortgage Co., Ltd.	40,000	\$71	\$5	\$19, ad. & buy.
Dairy Farm Company, Limited	60,000	\$50	all	\$55, sales & sel.
DOCKERS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	50,000	\$57	all	\$50, ad. & sel.
Hongkong & Whampoa Dock Co., Ltd.	10,000	\$62	\$62	\$2, sellers
New Amoy Dock Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 77, ad.
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 120.
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$25	\$25	\$10, sellers
Kenwick & Co., Limited	400,000	\$10	\$10	\$62, buyers
Green Island Cement Co., Limited	7,000	\$10	\$10	\$205
Hongkong and China Gas Co., Limited	60,000	\$10	\$10	\$20
Hongkong Electric Co., Limited	12,000	\$50	\$50	\$107, sellers
Hongkong Hotel Company, Limited	5,000	\$25	\$25	\$83, sellers
Hongkong Ice Company, Limited	60,000	\$10	all	\$140, sellers
Hongkong Rope Manufacturing Co., Limited	10,000	\$250	\$50	\$175, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	20,000	\$100	\$20	\$115, sellers
China Fire Insurance Co., Limited	24,000	\$83.33	\$25	\$87.
China Trade Insurance Co., Limited	8,000	\$250	\$50	\$53.
Hongkong Fire Insurance Co., Limited	10,000	\$15	\$15	Tls. 15.
North-China Insurance Co., Limited	12,400	\$250	\$100	\$840, buyers
Union Insurance Society, Limited	12,000	\$100	\$60	\$200.
Yangtze Insurance Association, Limited	50,000	\$100	\$100	\$104, buyers
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	all	\$84, sellers
Humphreys' Estate and Finance Co., Ltd.	6,000	\$50	\$30	\$33, sellers
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	Tls. 50	Tls. 103, ad.
Shanghai Land Investment Co., Limited	12,500	\$50	\$50	\$38, buyers
West Point Building Co., Limited	16,000	Fes. 250	all	\$625.
Mining.				
Scott's Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$74, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$160, sellers
RECREATION.				
China Sugar Refining Co., Limited	75,000	\$10	\$10	\$10, buyers
Robinson Piano Co., Limited	20,000	\$100	all	\$168.
REPRESENTATION.				
China Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
Luxon Sugar Refining Co., Limited	4,000	\$50	\$50	\$50, sellers
Robinson Piano Co., Limited	30,000	\$25	\$25	\$7, sellers
STEAMSHIP COMPANIES.				
China and Malacca Steamship Co., Ltd.	20,000	\$50	\$15	\$234, sellers
Douglas Steamship Co., Limited	80,000	\$15	\$15	\$32, sales
Hongkong, Canton & Macao S.B. Co., Ltd.	60,000 pref.	25	all	65, \$26.
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$1	\$1	\$103.
Shell Transport & Trading Co., Limited	2,000,000	\$10	\$10	\$24, sellers
Star Ferry Company, Limited	10,000	\$10	\$5	\$14, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$25, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, sales
STOCKS AND DISCOUNTS.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$3, buyers
Weissmann, Limited	5,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy	\$10	\$10	\$11, sellers
Union Waterboat Co., Limited	50,000	\$10	\$10	\$7.
RUSSIA.				
Alapart	—	—	—	7/3
Anglo-Malay	—	—	—	29/
Bulgarian	—	—	—	\$19 (Sta.)
Beta Tigras	—	—	—	117/6
Bukit Kajang	—	—	—	63/6
Castellanos, fully paid	—	—	—	150/
Cheviots	—	—	—	35/9 prem.
Eastern and International	—	—	—	136/
Highlands and Lowlands	—	—	—	8/ prem.
Kamunings	—	—	—	18/9
Kuala Lumpur	—	—	—	2/6
Lains	—	—	—	63/
Leibury's	—	—	—	16/
Linggis	—	—	—	7/
London Asiatics	—	—	—	8/3
London Ventures	—	—	—	\$41 (Sta.)
Marlemans	—	—	—	32/6
Pogohs	—	—	—	\$18 (Sta.)
Sapongs	—	—	—	14/6
Shelfords	—	—	—	157/6
Singapore and Johore	—	—	—	—
Sumatra Para	—	—	—	—
Sungai Kapas	—	—	—	—
United Berangs	—	—	—	—

Loan.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	For
				YERNON & SMITH, Share-Brokers.

COMMERCIAL. — o — EXCHANGE CLOSING QUOTATIONS.

July 16th.

ON LONDON —	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days sight	1/9 1/2
Bank Bills, at 4 months sight	1/9 1/2
Bank Bills, at 6 months sight	1/9 1/2
Documentary Bills 4 months sight	1/9 1/2
ON PARIS —	
Bank Bills, on demand	225
Credit, at 4 months sight	229
ON GERMANY —	
On demand	182 1/2
ON NEW YORK —	
Bank Bills, on demand	43 1/2
Credit, at 60 days sight	44 1/2
ON BOMBAY —	
Telegraphic Transfer	133 1/2
Bank, on demand	134
ON CALCUTTA —	
Telegraphic Transfer	133 1/2
Bank, on demand	134
ON SHANGHAI —	
Bank, at sight	74 1/2
Private, 30 days sight	75
ON YOKOHAMA —	
On demand	87 1/2
ON MANILA —	
On demand	87 1/2
ON SINGAPORE —	
On demand	10 1/2
ON BATAVIA —	
On demand	3 1/2
ON HANKOW —	
On demand	87
ON HONGKONG —	
On demand	87
GOVERNMENT, Bank's Buying Rate	\$11.15
GOLD LEAF, 100 fine, per tael	\$68.50
BAR SILVER, per oz.	25 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10	\$8.15
Hongkong	20	\$7.52
Hongkong	10	\$7.99

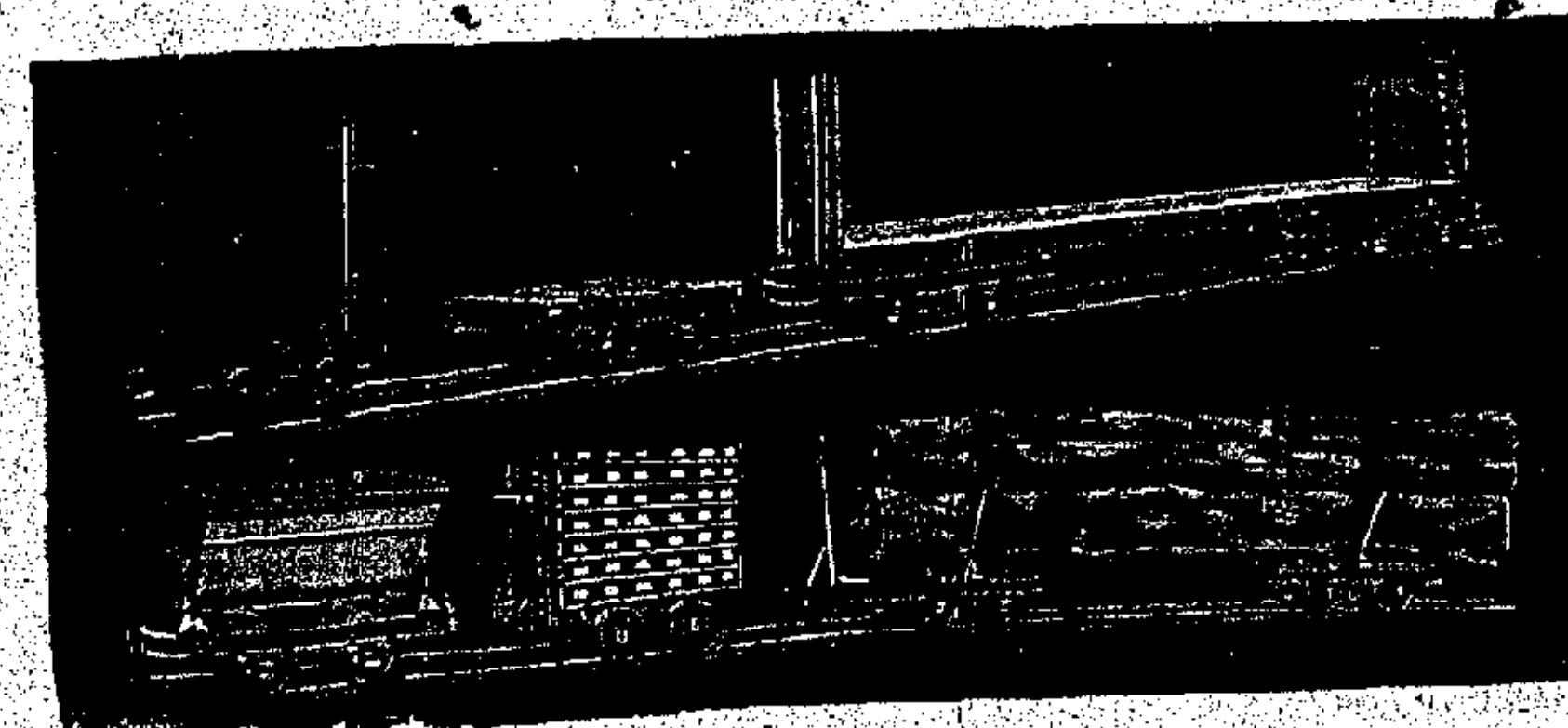
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Materials of every description for full size and
small gauge Railways, as



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Tipping cars, Bogies, Signals, etc., etc.

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Always in Stock at Shanghai and Hongkong.

GENERAL AGENTS FOR CHINA:

SIEMSEN & CO.,

Machinery Dept.

Hongkong & Canton.

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OPIUM.

July 15th.

Quotations are:—	
Malwa New	... \$1,900/1,950 per picul.
Malwa Old	... \$1,950/2,000 "
Malwa Older	... \$2,010/2,050 "
Malwa V. Old	... \$2,050/2,100 "
Portian fine quality	... \$1,400/1,500 "
Portian extra fine	... \$2,100 "
Patna New	... \$1,850 per chest.
Patna Old	... " "
Banars New	... \$1,825 "
Banars Old	... \$1,800 "

VESSELS IN DOCK.

July 16th.

Kowloon Dock—	Serie Bandier, Shanghai.
Gloria, Haiyang, Moray.	Shanghai.

STEAMERS PASSED THE CANAL.

July 1st—Boulder, Nubia, Wash, Prince, Yangtze, Mongolia. 5th—Bavaria, Carnar, coastline, Monmouthshire, Manchester, Castle, Prins, Ludwig, Kumbia, Tiber. 8th—Austria, Prinz, Dismal, Falmouth, Mityaschi, Maru, Pelou, Prinz Briel, Friedrich. 12th—Japan, Silevia, Syria, Vorwara. 15th—Hecto, Idomenous, Ingrawadi, Pers, Senegambia, Suruga, Toen, ka, Yarra.

ARRIVALS AT HOME.

July 15th—Aix, Austria, Belgavia, Erroll, Silavia, Patricia, Tongo Maru.

ON SALE.

BOUND VOLUMES of the **HONGKONG WEEKLY PRESS**, July to December 1937, with Annual Price \$7.50, for sale at the **HONGKONG DAILY PRESS** Office, Hongkong, 291 January, 1940